

ReTRAC Review

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PROPERTY ACQUISITION/RELOCATION PROCESS UNDERWAY

Reno-based Property Specialists Inc., has been working with the City of Reno in creating an overall property acquisition/relocation plan for 46 parcels that could be temporarily, or permanently acquired, if the ReTRAC Project is approved by City Council in July.

A member of the city's project management group - Truckee Meadows ReTRAC Team, Property Specialists Inc., met with an appraisal team consisting of Anthony Wren and Associates; Johnson-Perkins and Associates; machinery and equipment appraiser Richard Beals; William Kimmel and Associates; and Wright, Warren and Schiffmacher, to review Nevada Department of Transportation and Universal Standards of Professional Appraisal Practices in January.

Since meeting with the appraisal team, Property Specialists Inc. has prepared letters of appraisal assignments to individual appraisers, requesting proposed fees with an estimated time for assignment completion. Deadline for proposals was Feb. 15. Upon receipt of the proposals, Property Specialists Inc. will send letters of engagement to each appraiser, with the City's review and approval.

Patty Paulson, president of Property Specialists Inc., anticipates that appraisals will be completed by approximately April 30, and appraisal reviews should be submitted by June 28.

In July and August, the city will prepare an "offer to purchase" document, which includes a summary statement based on appraisal information indicating what has and hasn't been included in the offer. Owners and tenants will receive an explanation of possible relocation benefits, as well as on-going relocation assistance.

Once property owners have received the "offer to purchase" they will have up to 60 days to

consider the offer. During that period, Property Specialists Inc. will negotiate with the owners, and continue with relocation assistance. At the initiation of negotiations, owners and tenants will be given a 90-day notice to vacate, which is the minimum allowable notice in accordance with Federal Guidelines. The Relocation Plan will address additional estimated time required for specific businesses, based on their particular circumstances.

If City Council approves the ReTRAC Project, and negotiations with owners are successful, the acquisition agent will open an escrow and the owner will receive "Just Compensation" or Fair Market Value at the close of escrow.

In addition to assigning appraisers and facilitating obtaining title reports, Property Specialists Inc. has been working with approximately 75 business owners (both property owners and tenants), to determine their relocation needs. Those needs will be identified in the Relocation Plan. In addition to being required under the Federal Regulations, the Relocation Plan is part of a stakeholder process that identifies potential issues and steps to resolve those issues. The Relocation Plan is proposed to be completed by March 20, 2002.

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WHAT DOES IT TAKE TO BUILD A TRENCH?

With the Request for Proposals (RFP) for construction of the ReTRAC (Reno Railroad Corridor Project) hitting the street the week of January 16, four design-build firms now have the task of creating a document that hopefully ensures their success of securing the project. But, that won't happen overnight.

Preparing a proposal for consideration will take each of the design-build firms nearly four months to complete. While each of the firms are considered in the industry as being some of the best, tailoring the work to the needs of the community, with an eye on construction issues such as soil conditions, will be challenging. The four teams were reviewed and selected by an evaluation committee that consisted of five individuals and three non-voting observers. The committee adhered to



an evaluation process as established by Nevada Department of Transportation (NDOT), and Federal Highway Administration (FHWA) and consisted of representatives from the City of Reno, Alameda Corridor Transportation Authority, Union Pacific Railroad, NDOT, FHWA, and a stakeholder representative. In addition, there were four subcommittees - technical, legal, financial, and project reference review - that provided information to the evaluation team.

Here's the line-up of the four short-listed design-build firm proposers and their teams:

PROPOSER A - Silver Corridor Constructors, a joint venture of **Modern Continental** and **CH2MHill**. **Modern Continental** is a Massachusetts corporation. The firm has been involved with the Central Artery Tunnel in Boston, Mass., Dominguez Channel Bridge and Segment II Civil Work for the Alameda Corridor Transportation Authority in Carson, Calif. A Denver, Colo. - based company, **CH2MHILL** has worked on the Eastern Transportation Corridor for Transportation Corridor Agencies in Orange County, Calif., and the Amtrak Passenger Rail Station, Oakland, Calif.

Sub-contractors: T. W. Construction Co., Weidlinger Associates Inc. Black Eagle Consulting, Jeff Codega Planning/Design, Inc. Meyer, Mohaddes Associates, Inc., J. L. Patterson & Associates, Inc., Roger D. Hart

PROPOSER B - Granite Construction Co. of Watsonville, Calif. has been involved in projects that include the Hiawatha Corridor Light Rail in Minneapolis, Minn., and US 60 reconstruction in Arizona. Calif. **Nolte and Associates** and **Stantec Consulting, Inc.** worked on the ReTRAC preliminary design.

Sub-contractors: Parsons Transportation Group, Nolte and Associates, Stantec Consulting, Inc. Harding ESE, Mueser Rutledge Consulting Engineers, Harker Inc., Martin Iron Works Inc., VBN Architects, Barajas & Associates, Inc.

PROPOSER C - Based in San Francisco, Calif., **Bechtel Infrastructure Corporation**, has been involved in many design-build projects, including the Portland, Ore. light rail line to the airport, and Southern New Jersey Light Rail Transit System.

Sub-contractors: Vpoint, Ames Construction, Berryman & Henigar, Haley & Aldrich, Converse Consultants, Soleagui Engineers

PROPOSER D - Kiewit-Frehner, a joint venture of **Kiewit Western Co.** and **Frehner Construction Company, Inc.** **Kiewit Western** is based out of Omaha, Neb., and Phoenix, Ariz. The company has been involved with the I-15 corridor reconstruction in Salt Lake City, Utah, the I-25 Southeast Corridor

Project in Denver, Colo., and the CTA Blue Line Rehabilitation of the Douglas Branch in Chicago, Ill. **Frehner Construction** is based out of North Las Vegas, Nev. The company has completed work for NDOT that includes the Chyeyenne Interchange in Las Vegas, and the US 395/Carson City by-pass in Carson City, Nev.

Sub-contractors: URS Corporation, TREVI\ICOS Corporation, R&R Partners, PBS&J

"First, they need to do additional engineering," says Duane Kenagy, Vice President, Moffatt and Nichol Engineers, Truckee Meadows ReTRAC Team member and project advisor. "Determining the best means and methods to accomplish trench construction, they will need to perform considerable engineering, as well as take-offs and pricing calculation for actual quantities of materials, such as tons of concrete, steel, and cubic yards of excavation that go into building the project."

"They are four of the most imminentlly qualified, and recognized firms in the country, each with decades of experience,"

and recognized firms in the country, each with decades of experience," he adds.

According to Kenagy, who's also the program manager for the Alameda Corridor Project in Los Angeles, each of the firms will likely spend in excess of \$1 million to put a proposal together.

"Though the area of the proposed corridor is considered 'boulder-fill,' each team has successfully demonstrated to the City of Reno that they have the technical expertise and capability to complete the project," says Kenagy.

Technical challenges facing the teams are how to construct a project that's below the ground water table, given existing geo-technical conditions.

"These conditions exist elsewhere and other projects have been built successfully in similar conditions."

STAKEHOLDER ISSUES PUT TO BED



After nearly nine months and 86 questions/issues later, the ReTRAC stakeholders group has worked with City of Reno staff and its project management firm - The Truckee Meadows ReTRAC Team - to address and resolve all direct and indirect impacts of construction of the depressed railroad project. The stakeholders are property owners, businesses and tenants located along the project corridor, from Dickerson Rd. to Sutro St., and between Second and Fourth Streets, who are most directly impacted by construction.

What began in April, 2001, with an overall public meeting held at the Silver Legacy, ended on Dec. 12, when the city staff presented the results of the stakeholder partnership to City Council. In all, there

were five stakeholder groups: east, west, downtown, ad-hoc (utilities, transportation agencies) and property acquisition. Questions and issues primarily focused on construction staging, the property acquisition appraisal process, the inherent difficulties associated with placing a box culvert along Plaza St., location of the shoofly (temporary railroad tracks), and business economic loss.

On December 12, City Council reviewed the five remaining issues confronting the city and the project's stakeholders. There were:

- Business economic loss
- Property acquisition procedure
- Grandfather code compliance exceptions for relocated businesses
- Businesses slated to be relocated request a period in which rents are waived on present location to facilitate transitional adjustments
- Property owners request that the City of Reno indemnify them in the event regulatory agencies choose to pursue hazardous materials remediation extending beyond the project limits onto the adjacent private parcels

Following an issue escalation/resolution process as part of the ReTRAC Stakeholder Partnership guidelines, the stakeholders worked with staff and its project management team to resolve issues.

"The purpose of the partnership agreement is to identify issues far ahead in the project's process, so many issues are resolved before a request for proposals is sent to potential bidders," says City of Reno Public Works Director Steve Varela. "This way the City and its stakeholders agree on a win-win course of action for both parties."

Based on the partnership agreement with stakeholders, any unresolved issues were first escalated to Varela for potential resolution during a workshop

meeting. The remaining five issues were then escalated to Council for consideration.

"We need to make the stakeholders whole and we just want a fair shake," says Frank Lepori, chair of the Property Acquisition group. "The only bad thing is that more people need to come to the meetings. The same questions are repeated over and over again. Some people still don't understand the concepts of construction, and that the stakeholders can help give direction to contractors to soften impacts."

With the Request for Proposals (RFP) now out, stakeholders see their involvement as proactive and continuous.

"This group has one idea and that is if the project goes forward, we want it to be successful," said Dan Edgington, Downtown Stakeholder chair at a recent pre-proposal meeting with the four design-build firms. "We're going to stand together - all the groups - and work with you and minimize the impacts of this project on businesses and residents."

At the January 4 Council meeting, Council agreed:

Property Acquisition Procedure - to allow up to 60 days for individual property owners to obtain their comparative appraisals after receipt of the City's formal offer. Should an individual property owner request additional time beyond the 60 days, Council will review each such request on its individual merit.

Grandfathering/licensing for businesses to be relocated - to take steps to ensure that all reasonable costs incurred by an entity relocated by ReTRAC are fairly compensated for. This may include reimbursement of certain limited costs beyond those recognized by established relocation policy. All such reimbursement will be evaluated on a case-by-case basis.

Property owners slated for relocation request a rent-free policy period while relocations are underway - to adopt a rent-free policy to begin upon the close of escrow. The appraiser will establish fair

GLORY BE... IT'S A GLORY HOLE

Borrowing from an old mining term, the City of Reno, excavated a "glory hole" the week of Feb. 4, to allow the four design-build contractor teams proposing on the ReTRAC Project, an opportunity to extensively examine underground conditions.

The 40-foot deep "glory hole" was excavated by W.E.S. Construction near the corner of Evans Ave. and Commercial Row, just south of the railroad tracks. Examining soil, rock formations and ground water conditions that may exist over the length of the project's corridor, the four teams were able to glean valuable insight into the soil characteristics that may exist elsewhere along the proposed corridor.

"This enables more definitive planning during the design-build proposal preparations," says ReTRAC Project Manager John Sparnicht.

"The excavation proceeded smoothly and exceeded our expectations in every way," says Mark Demuth, the City's environmental consultant.





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market rent for each property. A month-to-month rental agreement will be provided to each property owner upon initiation of negotiations. The City of Reno will not be responsible for any maintenance during the rent-free period. This maximum term of free rent is to be six months with the City reserving all rights to sever the agreement. This rent-free period should serve to expedite the relocation effort. Rents of course resume in the seventh month, unless Council determines that there is cause to continue the rent free period due to extenuating circumstance, and shall continue until the tenant vacates the property.

Potential Soil Contamination - City Shares Liability - that any contaminated material encountered during construction of the project will be dealt with up to the limits of the project as a project cost. In addition, should the source of contamination be found to be within the project involved construction area and the contamination extends beyond said limits onto adjacent private property - all remediation ordered by regulatory agencies will be addressed as a project cost. However should there be contamination uncovered for which a source is undefined and the material extends beyond the project limits. Costs of remediation beyond project limits ordered by regulatory agencies will be reviewed on a case-by-case basis by City Council, in a process established by the City of Reno.

City policy regarding requests for monetary

compensation by private businesses who claim to have suffered economic loss due to impacts derived from public works construction activities. - to adopt a policy that gives consideration to provision of monetary compensation to affected businesses that can demonstrate that they have sustained economic loss in direct connection to the ReTRAC construction, on a case-by-case basis. Staff will work with stakeholder groups to create criteria and develop a process for identifying and fairly administering qualifying economic loss claims.

For more information on the stakeholder groups, contact Gail Conners, at 326-6315, or by e-mail at: connersg@ci.reno.nv.us.

UPCOMING EVENTS

March

- 3/5 Overall stakeholder group meets - Eldorado, Bordeaux Room, 3 p.m.,
- 3/12 TIFIA and Bond first reading to Council (tentative)
- 3/26 TIFIA and Bond second reading to Council (tentative)

April

- 4/9 Utility master agreements to Council
- 4/23 Stakeholder Evaluation Process Presentation (proposed resolution process relating to stakeholder issues)

May Design-Build firms submit bids to the City of Reno